

IN THE CLAIMS

Please amend the claims as follows:

Cancel Claims 1-13.

14. (New) A method for determining a performance characteristic of a fuel injector located in an engine having a plurality of fuel injectors, comprising the steps of:
performing a series of acceleration tests under no load conditions;
determining a deviation in actual quantity of fuel injected from an expected quantity of fuel injected in response to the acceleration tests;
performing a series of varying load condition tests; and
determining a quantity of fuel injected under varying load conditions in response to the varying load condition tests.

15. (New) A method, as set forth in claim 1, further including the steps of:
repeating the acceleration tests for varying acceleration conditions; and
determining a performance curve for the fuel injector in response to the repeated acceleration tests.

16. (New) A method, as set forth in claim 2, further including the step of repeating at least one of the series of acceleration and varying load condition tests for each fuel injector in the engine.

17. (New) A method, as set forth in claim 1, further including the step of performing a series of performance tests on at least one engine brake located in the engine.

18. (New) A method, as set forth in claim 4, further including the step of determining a load applied to the engine by the at least one engine brake in response to the engine brake performance tests.

19. (New) A method, as set forth in claim 5, wherein the engine brake performance tests are performed subsequent to the no load acceleration tests and prior to the varying load condition tests.

20. (New) A method, as set forth in claim 6, further including the step of determining a set of loads for the varying load condition tests as a function of the determined loads applied to the engine by the at least one engine brake.

21. (New) A method for determining a performance characteristic of each of a plurality of fuel injectors located in an engine, comprising the steps of:

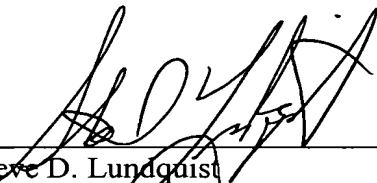
performing a series of acceleration tests under no load conditions to determine a deviation in actual quantity of fuel injected from an expected quantity of fuel injected for each injector;

performing a series of performance tests on each of a plurality of engine brakes located in the engine to determine a load applied to the engine by each engine brake; and

performing a series of varying load condition tests using the determined loads applied by the engine brakes to determine a quantity of fuel injected under varying load conditions.

22. (New) A method, as set forth in claim 8, further including the step of determining a performance curve for each fuel injector in response to repeated iterations of at least one of the acceleration tests, the engine brake tests, and the varying load condition tests under varying engine operating conditions.

Respectfully submitted,



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